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~~According to the invention of claim 3, one~~ One of the left and the right cross member sections is fit and inserted into the other of the left and the right cross member sections, and the fit and inserted part is welded. Thus, the bonding intensity can be increased compared with the case in which both the parts are simply brought into abutment against each other and welded.

~~According to the invention of claim 4, the~~ The left and the right boss sections are integrally formed on the opposed surfaces of the bottoms of the left and the right cross member sections and are brought into abutment against each other and weld-bonded, whereby the support boss section, to which the link member of the rear wheel suspension system is coupled, is formed. Thus, compared with the case in which a part to be a support boss section is welded to bottoms of the cross member sections as in the past, manufacturing is easy and sufficient rigidity can be secured.

~~According to the invention of claim 5, the~~ The left and the right arm sections have the main arm sections, which constitute the bases of the triangles, and the reinforcing arm sections, which constitute the hypotenuses of the triangles, and the reinforcing plates are bonded to the left and the right arm sections at least in parts at the rear of the cross member sections of the main arm sections so as to close the openings of a C shape in cross section. Thus, rigidity of the entire rear arm can be further increased by the reinforcing plates.

Please replace the paragraphs beginning on page 22, line ¹~~15~~ through ^{line 14}~~page 23, line 12~~, which start with "According to the invention of claim 6" with the following rewritten paragraphs:

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~~According to the invention of claim 6, the~~ The dampers consisting of an elastic member are intervened in a compressed state between the reinforcing ribs of the left and the right arm sections and the reinforcing plates. Thus, in particular, propagation of ~~vibration~~ vibrations due to chain driving or the like from the rear arm to the body can be controlled, and the occurrence of noise can be controlled.

In addition, the dampers are locked in the crossing section of the plural reinforcing ribs, which are formed on the sidewalls of a C shape so as to cross one another, and the dampers are pressed by the reinforcing plates. Thus, the dampers can be positioned surely, and it is possible to prevent the dampers from moving due to ~~vibration~~ vibrations or the like without providing a special positioning ~~means~~ device.

section are set thicker than the other parts, the molten metal inlets 26a are formed at the edges c of the openings of the main arm sections A, and the molten metal outlets 26b are formed at edges c' of the openings of the reinforcing arm sections B. Thus, sectional areas of parts corresponding to the molten metal inlets and outlets of the cavities are increased, and it is possible to make the flow of the molten metal smoother, and cutting and removing work of a pouring gate part formed after casting can be performed easily and surely.

Please delete the heading "Industrial Applicability" at page 19, line 12.

Please replace the paragraphs beginning on page 19, line 12 through page 21, line 15, which start with "According to the invention of claim 1" with the following rewritten paragraphs:

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According to ~~the invention of claim 1~~ an embodiment of the present invention, the rear arm is obtained by weld-bonding the left and the right arm molded bodies made of an aluminum alloy die-cast in both the pivot sections and the cross member sections. Thus, reduction in weight can be realized, and higher rigidity can be secured compared with the conventional rear arm ~~described in the laid-open patent application~~ in which only the cross member section is weld-bonded.

In particular, the left and the right arm sections are formed in substantially a triangular shape ~~in side view~~ as viewed from the side, and the cross member sections are formed in a closed sectional shape extending from vertexes to bases of the triangular shapes. Therefore, since the arm sections of the triangular shape are further demarcated into two triangles by the cross member sections to form a truss structure, rigidity of the entire rear arm increases significantly.

~~According to the invention of claim 2,~~ lengthwise Lengthwise spaces between the front vertical walls and the rear vertical walls constituting the closed sectional shape of the cross member sections are minimized in intermediate parts in the vertical direction and are widened toward upper or lower parts thereof. Thus, rigidity of the entire rear arm can be further increased. In other words, in the rear arm, although compression and tension loads act on the vertexes and the bases of the triangular shapes due to a road surface load, since the cross member sections have large lengthwise distances on an upper side and a lower side in the closed sectional shapes, the rear arm can cope with the large load appropriately.